CLAIMS:

1.(currently amended) A truck ~~including~~ comprising: a chassis supporting a cab; and a deck which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, with a forward part of the suspension arrangement operatively connected to the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame, wherein the deck is tiltable relative to the chassis about a pivot axis located in front of the rearmost axle of the truck and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly and said forward part of the suspension arrangement moves upwardly relative to the deck, thereby lowering the deck towards the rearmost axle.

2.(original) A truck as claimed in claim 1, wherein the chassis terminates forwardly of the rearmost axle.

3.(currently amended) A truck as claimed in claim 1 ~~or 2~~, wherein the deck is supported by a deck support frame which is pivotally connected to the chassis at the pivot axis.

4.(currently amended) A truck as claimed in claim 1 ~~or 2~~, wherein the deck is pivotally connected to the chassis at the pivot axis.

5.(currently amended) A truck as claimed in any one of the preceding claims, wherein the chassis ~~includes~~ comprises a pair of transversely extending arms which are pivotally connected to the deck or deck support frame to provide the pivoting connection between the deck and the chassis.

6.(original) A truck as claimed in claim 5, wherein the outwardly extending arms are part of a chassis subframe member which forms a rearward part of the chassis.

7.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, wherein said pivot axis is positioned forwardly of said forward part of the suspension arrangement.

8.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, wherein the suspension arrangement comprises leaf spring suspension.

9.(currently amended) A truck as claimed in claim 8, wherein the leaf spring suspension ~~includes~~ comprises a pair of spaced apart leaf springs, with the rear ends of the leaf springs operatively connected to the deck or deck support frame, and the front ends of the leaf springs operatively connected to the chassis, so that as the deck tilts the front ends of the leaf springs move upwardly relative to the deck, thereby lowering the deck towards the axle.

10.(currently amended) A truck as claimed in claim 9, wherein the chassis ~~includes~~ comprises a pair of spring connectors for attachment to the front ends of respective leaf springs.

11.(original) A truck as claimed in claim 10, wherein the spring connectors are carried by a chassis subframe member which forms a rearward part of the chassis.

12.(currently amended) A truck as claimed in ~~any one of claims 9 to 11~~ claim 9, wherein the deck ~~includes~~ comprises a pair of apertures, shaped recesses or moveable covers which enable the front ends of the leaf springs and/or the spring connectors to extend above a lower part of the deck when the deck is tilted.

13.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, wherein the suspension arrangement ~~includes~~ comprises a pair of spaced apart leaf springs, with the front ends of the leaf springs operatively connected to the chassis, and the rear ends of the leaf springs operatively connected to the deck or deck support

frame via respective air bags configured to enable air to be expelled as the deck is tilted, thereby further lowering the deck towards the rearmost axle.

14.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, wherein the deck ~~includes~~ comprises a pair of apertures, shaped recesses or moveable covers which enable upper edges of the wheels to extend above a lower part of the deck when the deck is tilted.

15.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, ~~including~~ comprising an engine supported by the chassis, a driveshaft to transmit motive power from the engine and which extends rearwardly from the engine, and a differential to transmit motion from the driveshaft to the wheels carried by the rearmost axle, wherein the driveshaft ~~includes~~ comprises a pivot to accommodate changes in angle between the driveshaft and differential as the deck is tilted.

16.(currently amended) A truck as claimed in ~~any one of the preceding claims~~ claim 1, wherein the truck ~~includes~~ comprises a ramp at or towards the rear end of the deck and which is moveable from a storage position to a loading/unloading position to enable ease of loading and unloading of vehicles or goods onto and off the deck.

17.(original) A truck as claimed in claim 16, wherein the ramp is configured to automatically move to the loading/unloading position as the deck it tilted, and to automatically move to the storage position as the deck is returned from a tilted position.

18.(currently amended) A truck as claimed in claim 16 ~~or 17~~, wherein the ramp is pivotally connected to the deck or deck support frame.

19.(original) A truck as claimed in claim 18, wherein the ramp is foldable across its width, and as configured to automatically fold in the storage position and unfold in the loading/unloading position.

20.(currently amended) A truck ~~including~~ comprising: a chassis supporting a cab; and a deck which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, with a forward part of the suspension arrangement operatively connected to the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame, wherein the deck is tiltable relative to the chassis about a pivot axis located in front of the rearmost axle of the truck and in front of said forward part of the suspension arrangement and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly and said forward part of the suspension arrangement moves upwardly relative to the deck, thereby lowering the deck towards the rearmost axle.